

Around this casket all bitterness dies as we bear our tearful tribute to American manhood and American statesmanship.

Those who differed with him most were quick and glad to recognize his great learning, wide experience, splendid courage, and absolute honesty.

These high qualities of character commanded the admiration and loyalty of his constituency at home and an acknowledged position among his colleagues here. If from this sad place the message may go to the young men of our Nation that character and service are the conditions of place and permanency in public life, our friend and brother will have added yet another contribution to the life of the country he loved and served so long and well.

Mr. PAYNE was a man of deep religious convictions. Reared in a Christian home, uniting early with the church, called to its activities, he soon became recognized as a devoted and efficient leader. He gave generously of his time, his means, and his influence.

On coming to this city he immediately identified himself with a church of his own denomination, and few were more regular or loyal attendants on its public services. On many occasions he there bore tender and eloquent testimony to his Christian faith.

It was but natural that at last he should be found with the open Bible beside him. The noble and devoted wife had passed to her reward three years ago, the son was in another city, no kin were near when that last hour came on, but the One Book that had so long been a light to his pathway was beside him as he entered the valley and the shadow of death.

At the end of a long and honored career he rests from his labors in the blessed hope of the resurrection and the life everlasting. In this distinguished presence we pay this grateful tribute to his memory, and pray that the God of all grace may comfort this sorrowing family and the many whose hearts are heavy with sense of great and personal loss.

So live, that when thy summons comes to join
The innumerable caravan that moves
To that mysterious realm where each shall take
His chamber in the silent halls of death,
Thou go not, like the quarry slave at night,
Scourged to his dungeon, but sustained and soothed
By an unfaltering trust, approach thy grave
Like one that wraps the drapery of his couch
About him, and lies down to pleasant dreams.

The choir sang "Lead, Kindly Light."

The Chaplain, Rev. Henry N. Couden, D. D., pronounced the following benediction:

And now, Almighty God, our heavenly Father, sanctify our hearts by this service, and let the spirit which has come into them lead us all the journey of life, and at last bring us to Thee; in the name of the Lord Jesus Christ, our Savior. Amen.

The members of the President's Cabinet, the Chief Justice and the Associate Justices of the Supreme Court of the United States, the Ambassadors to the United States and the Diplomatic Corps, the Senate, and the committee appointed on the part of the Senate and House to escort the remains withdrew from the Chamber in the order named.

ADJOURNMENT.

Mr. FITZGERALD. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to.

Accordingly (at 11 o'clock and 45 minutes a. m.) the House adjourned until Monday, December 14, 1914, at 12 o'clock noon.

SENATE.

Monday, December 14, 1914.

The Chaplain, Rev. Forrest J. Prettyman, D. D., offered the following prayer:

We come before Thee, Almighty God, that we may enter into communion and fellowship with the Lord God Almighty. We remember that justice and judgment are the habitation of Thy throne. Thou hast set an exceeding high standard of life, but Thy grace is sufficient for every duty that confronts us. We pray Thee to speak to us. Speak through the precious memories of our own innocent childhood. Speak to us through the pressing call of the world about us and the various language of nature. Speak to us by Thy grace in our hearts and through Thy word, that we may know the divine will and may have the purpose of heart to execute all that Thou dost require at our hands. For Christ's sake. Amen.

WILLIAM E. CHILTON, a Senator from the State of West Virginia; MOSES E. CLAPP, a Senator from the State of Minnesota; LUKE LEA, a Senator from the State of Tennessee; CHARLES E. TOWNSEND, a Senator from the State of Michigan; and THOMAS B. CATRON, a Senator from the State of New Mexico, appeared in their seats to-day.

The Journal of the proceedings of Saturday last was read and approved.

WAR SUPPLIES TO BELLIGERENT NATIONS.

Mr. STONE. Mr. President, at this point I wish merely to call the attention of the Chair and of the Senate to the reference of the bill (S. 6862) to forbid the furnishing of war materials to belligerent nations, introduced by the Senator from California [Mr. WORKS] on the 10th instant. The bill was by the Chair referred to the Committee on Military Affairs. I am not going to ask that any change of reference be made at this moment when the Senator from California [Mr. WORKS] or the Senator from Oregon [Mr. CHAMBERLAIN], who is chairman of the committee, are not present, both of whom seem to be absent now; but clearly the bill should have been referred to the Committee on Foreign Relations.

A similar bill, introduced by the Senator from Nebraska [Mr. HITCHCOCK], relating to almost identically the same subject matter was referred to the Committee on Foreign Relations, and properly so referred. The reference to the Committee on Military Affairs was evidently an oversight, or it was probably marked on the bill when it was introduced by the Senator from California.

The VICE PRESIDENT. It was a request on the part of the Senator from California that the bill be referred to the Committee on Military Affairs, and, there being no objection, it was so referred.

Mr. STONE. Then, of course, that reference naturally followed in the absence of objection, but now we have two bills relating to the same subject pending before two separate committees, and the matter covered by each of the bills relates to subjects that almost exclusively affect our relations with foreign countries. There is no more reason for sending such a bill to the Committee on Military Affairs than to the Committee on Naval Affairs or the Committee on Public Lands. It is a matter which belongs to the jurisdiction of the Committee on Foreign Relations. For that reason, as well as to prevent confusion in having the same subject matter considered by two committees, I am going to ask, when the Senators interested are present, that the reference be changed.

Mr. CHAMBERLAIN subsequently said: Mr. President, some days ago the junior Senator from California [Mr. WORKS] introduced a bill (S. 6862) to forbid the furnishing of war materials to belligerent nations. It was referred to the Committee on Military Affairs, although I think it ought to have been referred to the Committee on Foreign Relations. I therefore ask that the Committee on Military Affairs be discharged from the further consideration of the bill and that it be referred to the Committee on Foreign Relations.

The VICE PRESIDENT. Is there any objection? The Chair hears none, and it is so ordered.

GOVERNMENT OF THE PHILIPPINES (H. DOC. NO. 1350).

The VICE PRESIDENT. The Chair lays before the Senate a communication from the Secretary of War, which will be read.

The Secretary read the communication, as follows:

WAR DEPARTMENT,
Washington, December 10, 1914.

The honorable the PRESIDENT OF THE SENATE,
Washington, D. C.

SIR: I beg to transmit herewith an official copy of a resolution of both houses of the Philippine Legislature, received in the last mail from Manila, expressing appreciation and satisfaction to the House of Representatives for the passage of the Jones bill and requesting approval thereof by the President and Senate.

Very respectfully,

LINDLEY M. GARRISON,
Secretary of War.

[Third Philippine Legislature, third session.]

Resolution of both houses of the legislature in joint session assembled expressing their high appreciation to the House of Representatives of the United States for the passage of the Jones bill and requesting the same approval thereof by the President and Senate.

The Philippine Commission and Philippine Assembly, in joint session assembled in the marble hall of the Ayuntamiento, have

Resolved, That they express their highest appreciation and satisfaction to the House of Representatives of the United States for the favorable action taken in the matter of the Jones bill, notwithstanding the difficulties encountered, and that they earnestly request the Presi-

dent and Senate of said Nation to likewise approve said bill, so that, in extending the powers of government confided to the Filipinos and in opening up new paths to their national liberty, the Filipino people may be in condition to work out their own welfare and prosperity and may in every other respect be responsible for their own destinies;

And resolved further, That the honorable the Governor General be, and he hereby is, requested to transmit this message by cable to the United States.

Adopted October 16, 1914.

We hereby certify that the foregoing resolution was unanimously adopted by both houses of the legislature sitting in joint session on October 16, 1914.

GEORGE L. LOGAN,
Secretary Philippine Commission.
TEODORO M. KALAW,
Secretary Philippine Assembly.

The VICE PRESIDENT. The communication and accompanying paper will be referred to the Committee on the Philippines.

AMERICAN VESSELS AND WATCH OFFICERS (S. DOC. NO. 640).

The VICE PRESIDENT. The Chair lays before the Senate a communication from the Secretary of Commerce, transmitting, in further response to a resolution of October 16, 1914, a list of foreign-built vessels admitted to American registry under the act of August 18, 1914, together with certain information relative to the construction, ownership, and licensed officers on such vessels, and also a partial list of licensed officers for ocean steamers now out of employment and which are available for employment.

Mr. REED. Will the communication just submitted be printed in the RECORD?

The VICE PRESIDENT. It will be printed in the RECORD and referred to the Committee on Commerce.

The communication referred to is as follows:

AMERICAN VESSELS AND WATCH OFFICERS.

DEPARTMENT OF COMMERCE,
OFFICE OF THE SECRETARY,
Washington, December 12, 1914.

SIR: The department received on October 17 the following resolution of the Senate of the United States:

IN THE SENATE OF THE UNITED STATES,
October 8 (calendar day, October 16), 1914.

Resolved, That the Secretary of Commerce be requested to furnish to the Senate, if not incompatible with the public interests, the following information:

First. How many Americans were shown by reports from the various customs districts to be available for watch officers, including masters, mates, and engineers, when the order suspending the requirements of the navigation laws relating thereto for a period of seven years was issued.

Second. A list of the vessels admitted to American registry under the emergency act, with a statement as to where and when built, by whom owned, what flag heretofore flying, and the number of American vessels and watch officers employed.

Attest: JAMES M. BAKER, Secretary.

Supplementing the partial compliance with this request on October 20, I now transmit:

1. Copies of replies from collectors of customs to the following inquiry of the department:

AUGUST 7, 1914.

Collector of Customs, _____:

Notify press your district department wishes to learn as soon as possible number of officers licensed for ocean steamers now out of employment and available for service to Europe, Asia, Africa, South America, and Australia. Wire not later than Saturday midnight your estimate for your district of such number under heading, masters, chief mates, second mates, third mates, chief engineers, first, second, third assistant engineers. Ask press to advise officers licensed for ocean service, especially with trans-Atlantic experience, to get in touch with you.

E. F. SWEET, Acting Secretary.

Following is a summary of the replies:

Ports.	Mas- ters.	Deck officers.			Engineers.			Total.
		First mates.	Sec- ond mates.	Third mates.	Chief.	First assist- ant.	Sec- ond assist- ant.	
ATLANTIC, NORTH.								
Baltimore, Md.	5		1		6	4	3	19
Boston, Mass.	36	10	10	1	20	7	13	107
Bridgeport, Conn.	3	1	1	1	6	3		21
New York, N. Y.	95	7	11	2	132	47	11	310
Norfolk, Va.	7	2	2		33	12	6	78
Philadelphia, Pa.	17	15	1		19	6		58
Portland, Me.	20	21	31	40	33	28	40	253
Providence, R. I.			1		1			2

Ports.	Mas- ters.	Deck officers.			Engineers.				Total.
		First mates.	Sec- ond mates.	Third mates.	Chief.	First assist- ant.	Sec- ond assist- ant.	Third assist- ant.	
ATLANTIC, SOUTH.									
Charleston, S. C.					7	5	6	12	30
Jacksonville, Fla.	10	2			12	1	4	5	34
Savannah, Ga.	1			1	2	1		1	6
Wilmington, N. C.	3	1				15			19
GULF.									
Galveston, Tex.	8	1	3		3	1	3	1	20
Mobile, Ala.	10	1			6	4	5	2	28
New Orleans, La.	17	1			20	9	12	7	66
Port Arthur, Tex.	2					1			3
PACIFIC.									
Los Angeles, Cal.	10				7	3	1		21
Portland, Ore.	1				3				4
San Francisco, Cal.	60	160	300	40	120	100	25	20	825
Seattle, Wash.	20	20	20	20	20	20	20	20	160
GREAT LAKES.									
Buffalo, N. Y.		1			18	1	1	1	22
Chicago, Ill.					7	2	2		11
Cleveland, Ohio.					1	1			2
Detroit, Mich.		1		1	5				7
Duluth, Minn.					1				1
Milwaukee, Wis.	10	10			10				30
Ogdensburg, N. Y.									
Toledo, Ohio.						1			1
Total.	335	254	381	106	492	272	153	145	2,133

¹ Fourteen of these not classified by the collector as to grade.

² Unclassified by the collector as to grade.

³ See Shipowners' Association dispatch attached to that o. collectors.

2. List of vessels admitted to American registry under the emergency act, with statement as to when and where built, by whom owned, and what flag heretofore flying.

The number of American vessels documented at customhouses on June 30, 1914, was 26,943, of 7,928,688 gross tons. The number of these which were employed on the date of the Senate resolution it has not been found practicable to ascertain.

The number of outstanding licenses to officers on June 30, 1914, was as follows:

	Year of issue.					Total.
	1910	1911	1912	1913	1914	
Masters of steam vessels	1,806	1,698	4,550	4,497	2,407	14,958
Masters of steam yachts	1	2	1	1	2	7
Mates of ocean steamers	416	439	425	579	565	2,424
Mates of inland steamers	321	330	316	360	438	1,765
First-class pilots	703	804	1,169	1,256	838	4,770
Second-class pilots	711	592	924	1,110	588	3,925
Chief engineers	1,759	1,894	6,275	6,991	2,925	19,844
Assistant engineers	1,570	1,625	1,789	1,296	1,203	7,483
Special engineers	93	56	73	104	47	373
Joint pilots and engineers	159	32	31	27	15	264
Engineers, motor vessels	568	633	649	736	717	3,323
Operators of motor vessels	4,607	5,653	11,671	9,410	8,989	40,330
Masters, sail, over 700 gross tons	342	191	134	91	111	869
Mates, sail, over 700 gross tons	62	47	23	14	18	164
Masters, barges over 100 gross tons	18	10	6	10	8	52
Total	13,156	14,006	28,036	26,482	18,871	100,551

These figures do not cover the officers not required to be licensed on 11,452 sail vessels, barges, etc., who would amount to upward of 14,000. The number of officers actually employed at the date of the passage of the Senate resolution the department is unable to determine.

EXPLANATORY NOTE.—The number of outstanding licenses exceeds, of course, the number of men. Licenses are valid for five years, and the feasible way to approximate the number of licensed men (short of writing letters to all) is to take the total licenses issued during the past five years. Licenses may be renewed on written application at the end of each five years. Many men thus keep up their licenses as a matter of pride long after they have ceased going to sea (e. g., the list of available men in New York is headed by a master 73 years old). Some, of course, have died in five years and others become disabled, while still others have found more satisfactory employment ashore. The total contains duplicates in cases where in the earlier years named a man has been licensed for a lower grade and subsequently licensed for higher grades.

Respectfully,

E. F. SWEET,
Acting Secretary.

The SECRETARY UNITED STATES SENATE.
Washington, D. C.

Foreign-built vessels admitted to American registry under the act of Aug. 18, 1914.

Rig.	Name of vessel.	Gross tons.	When built.	Where built.	Name of owner.	Former nationality.
Steamship.	Oceana.	7,796	1891	Dumbarton, Scotland.	Morse Dry Dock & Repair Co.	British.
Do.	Moldegard.	2,852	1906	Bergen, Norway.	Ocean Freight Line (Inc.).	Do.
Bark.	Windrush.	1,531	1892	Sunderland, England.	Windrush Shipping Co. (Ltd.).	Do.
Steamship.	Yivives.	5,017	1911	Belfast, Ireland.	Yivives Steamship Corporation.	Do.
Do.	Trinidadian.	2,450	1892	Newcastle, England.	Gulf Refining Co.	Do.
Schooner.	Roseway.	291	1907	Shelburne, Nova Scotia.	Alfred L. Staples.	Do.
Steamship.	Santa Rosalia.	5,409	1911	Port Glasgow, Scotland.	United States Steel Products Co.	Do.
Do.	Kentra.	4,682	1906	do.	do.	Do.
Do.	Bantu.	4,188	1901	Wallsend on Tyne, England.	do.	Do.
Do.	Crofton Hall.	5,773	1913	Port Glasgow, Scotland.	do.	Do.
Bark.	Annie M. Reid.	2,165	1892	Glasgow, Scotland.	James Rolph, Jr.	Do.
Steamship.	San Francisco.	5,102	1914	Londonderry, Ireland.	United States Steel Products Co.	Do.
Do.	Buena Ventura.	4,881	1913	Newcastle, England.	do.	Do.
Do.	Charlton Hall.	4,740	1907	Port Glasgow, Scotland.	do.	Do.
Do.	Craster Hall.	4,319	1909	do.	do.	Do.
Do.	Howick Hall.	4,922	1910	do.	do.	Do.
Do.	Zacapa.	5,012	1909	Belfast, Ireland.	Zacapa Steamship Corporation.	Do.
Do.	Cartago.	4,937	1908	do.	Cartago Steamship Corporation.	Do.
Do.	Sixsola.	5,017	1911	do.	Sixsola Steamship Corporation.	Do.
Do.	Brabant.	2,773	1890	Newcastle on Tyne, England.	The Texas Co.	Belgian.
Do.	Foxton Hall.	4,246	1902	Sunderland, England.	United States Steel Products Co.	British.
Do.	Limon.	3,297	1904	Belfast, Ireland.	Limon Steamship Corporation.	Do.
Do.	Panuco.	2,556	1888	Walker on Tyne, England.	Freeport & Tampico Fuel Oil Transportation Corporation.	Do.
Do.	Pinar Del Rio.	2,504	1895	South Shields, England.	American & Cuban Steamship Line (Inc.).	Do.
Schooner.	C. W. Mills.	371	1904	Granville, Nova Scotia.	John George Murphy.	Do.
Steamship.	Suriname.	3,274	1908	Amsterdam, Holland.	Suriname Steamship Corporation.	Do.
Do.	Brindilla.	4,170	1894	Bredow, Germany.	Standard Oil Co.	German.
Do.	Turrialba.	4,952	1909	Belfast, Ireland.	Turrialba Steamship Corporation.	British.
Do.	Metapan.	5,011	1909	do.	Metapan Steamship Corporation.	Do.
Do.	Heredia.	4,943	1908	do.	Heredia Steamship Corporation.	Do.
Do.	Esparta.	3,297	1904	do.	Esparta Steamship Corporation.	Do.
Ship.	Avon.	1,572	1884	Glasgow, Scotland.	Avon Shipping Co. (Inc.).	Do.
Steamship.	Abangarez.	4,954	1909	Belfast, Ireland.	Abangarez Steamship Corporation.	Do.
Barkentine.	Everett G. Griggs.	2,577	1883	do.	Sterling Ship Co.	Do.
Steamship.	Coppename.	3,191	1908	do.	Coppename Steamship Corporation.	Do.
Bark.	Snowden.	1,111	1877	Port Glasgow, Scotland.	Snowden Shipping Co. (Inc.).	Do.
Steamship.	Platuria.	3,445	1892	Low Walker on Tyne, England.	Standard Oil Co.	German.
Do.	C. A. Canfield.	6,350	1913	Newcastle on Tyne, England.	Petroleum Transport Co.	British.
Do.	Parismina.	4,937	1908	Belfast, Ireland.	Parismina Steamship Corporation.	Do.
Do.	Almirante.	5,010	1909	do.	Almirante Steamship Corporation.	Do.
Do.	Atenas.	4,961	1909	do.	Atenas Steamship Corporation.	Do.
Do.	San Jose.	3,296	1904	do.	San Jose Steamship Corporation.	Do.
Do.	Montano.	2,730	1890	Low Walker on Tyne, England.	Standard Oil Co.	German.
Do.	Caloria.	4,035	1906	Newcastle on Tyne, England.	do.	Do.
Schooner.	Louise M. Richard.	441	1906	Port Greville, Nova Scotia.	Ernest H. Richard.	British.
Steamship.	Marowijne.	3,191	1908	Belfast, Ireland.	Marowijne Steamship Corporation.	Do.
Do.	Saramacca.	3,283	1908	Amsterdam, Holland.	Saramacca Steamship Corporation.	Do.
Do.	Norman Bridge.	4,288	1913	Newcastle on Tyne, England.	Petroleum Transport Co.	Do.
Do.	Santa Marta.	5,013	1909	Belfast, Ireland.	Santa Marta Steamship Corporation.	Do.
Do.	Carrillo.	5,012	1911	do.	Carrillo Steamship Corporation.	Do.
Do.	Pastores.	7,781	1912	do.	Pastores Steamship Corporation.	Do.
Do.	Calamares.	7,782	1913	do.	Calamares Steamship Corporation.	Do.
Do.	Tenadores.	7,782	1913	do.	Tenadores Steamship Corporation.	Do.
Ship.	Brynildia.	1,502	1885	Glasgow, Scotland.	Brynildia Shipping Co. (Inc.).	Do.
Do.	Pass of Balmaha.	1,571	1888	do.	Pass of Balmaha Shipping Co. (Inc.).	Do.
Do.	Rhine.	1,690	1886	Greenock, Scotland.	Rhine Shipping Co. (Inc.).	Do.
Steamship.	Orleanian.	2,293	1880	Whitwich, Scotland.	Orleanian Steamship Corporation.	Do.
Barge.	Glenlul.	1,934	1884	Liverpool, England.	The Texas Co.	Belgian.
Do.	France Marie.	1,994	1900	Havre, France.	do.	Do.
Steamship.	Wico.	2,748	1888	Low Walker on Tyne, England.	Standard Oil Co.	German.
Do.	Dochra.	4,309	1906	Newcastle, England.	Barber & Co.	British.
Do.	Llama.	3,189	1890	Newcastle on Tyne, England.	Standard Oil Co.	German.
Do.	Edward L. Doheny.	6,170	1913	Walker on Tyne, England.	Petroleum Transport Co.	British.
Do.	Sacramento.	5,692	1900	Newcastle, England.	Northern & Southern Steamship Co.	German.
Barge.	Tuxpam.	869	1881	Port Glasgow, Scotland.	The Texas Co.	Belgian.
Do.	Panuco.	646	1868	Sunderland, England.	do.	Do.
Steamship.	Herbert G. Wylie.	4,292	1912	Newcastle, England.	Petroleum Transport Co.	British.
Barkentine.	Skoda.	744	1893	Kingsport, Nova Scotia.	Charles S. Bodden.	Do.
Bark.	Pilgrim.	1,629	1893	Port Glasgow, Scotland.	Pilgrim Shipping Co. (Inc.).	Do.
Ship.	Timandra.	1,579	1885	do.	Timandra Shipping Co. (Inc.).	Do.
Steamship.	Santa Clara.	2,584	1896	South Shields, England.	American & Cuban Steamship Line (Inc.).	Do.
Do.	Javary.	1,249	1907	Birkenhead, England.	L. C. Gillespie & Sons.	Do.
Do.	Charles E. Harwood.	3,178	1913	Walker on Tyne, England.	Petroleum Transport Co.	Do.
Bark.	Anna Maria d'Abundo.	954	1903	Castellammare, Italy.	McIntyre Lumber & Export Co.	Do.
Steamship.	Greenbrier.	3,331	1893	West Hartlepool, England.	Coast Steamship Co.	Do.
Schooner.	W. H. Baxter.	399	1893	Windsor, Nova Scotia.	J. C. Peterson.	Do.
Barkentine.	Stranger.	622	1893	Bridgewater, Nova Scotia.	Edward L. Whitney.	Do.
Steamship.	Robert Dollar.	5,353	1911	Port Glasgow, Scotland.	Dollar Steamship Line.	Do.
Do.	Streaus Romana.	5,275	1914	Einswarden, Germany.	Union Petroleum Steamship Co.	Roumania.
Barkentine.	St. Paul.	471	1890	Newport, Nova Scotia.	George J. Santa Cruz.	British.
Steamship.	Cushing.	6,894	1903	Jarrow, England.	Standard Oil Co.	German.
Do.	Cohusa.	5,732	1913	Port Glasgow.	W. R. Grace & Co.	British.
Do.	Oregon.	727	1890	Paisley, Scotland.	Andrew Olsen.	Norwegian.
Do.	Cacique.	6,202	1910	Sunderland, England.	W. R. Grace & Co.	British.
Ship.	Vincent.	1,904	1894	Dumbarton, Scotland.	New England Ship Co.	Do.
Steamship.	Mundale.	3,285	1906	Port Glasgow, Scotland.	Munson Steamship Line.	Do.
Ship.	Dunsyre.	2,149	1891	do.	Eschen & Miner.	Do.
Steamship.	Baton Rouge.	4,973	1913	Newcastle, England.	Standard Oil Co.	German.
Do.	Bayway.	5,084	1913	Kiel, Germany.	do.	Do.
Schooner.	Delta.	317	1892	Cheverie, Nova Scotia.	A. F. Dantzer.	British.
Steamship.	Petrolite.	3,710	1894	Stettin, Germany.	Standard Oil Co.	German.
Do.	Corning.	5,073	1913	Kiel, Germany.	do.	Do.
Ship.	Plottaloch.	2,254	1893	Belfast, Ireland.	Eschen & Miner.	British.
Do.	British Yeoman.	1,933	1880	Southampton, England.	do.	Do.
Steamship.	Gargyle.	4,433	1903	Greenock, Scotland.	Vacuum Oil Co.	German.
Bark.	Edna M. Smith.	816	1903	Harvey Bank, New Brunswick.	Alfred L. Staples.	British.
Steamship.	Princeton.	5,081	1912	Kiel, Germany.	Vacuum Oil Co.	German.
Do.	Somerset.	5,080	1913	do.	do.	Do.
Do.	Maracas.	2,925	1887	Wallsend on Tyne, England.	New York Transatlantic S. S. Co.	British.
Do.	Georgiana.	4,596	1909	West Hartlepool, England.	Union Sulphur Co.	Do.
Do.	Caddo.	6,330	1909	do.	Standard Oil Co.	Do.

¹ Burned at Watling Island, Bahamas, Sept. 22, 1914.² Schooner rigged.

To 'al December 12, 1914, 101 vessels, 361,078 gross tons.

The following telegram was sent to the collectors of customs at the following ports:

AUGUST 7, 1914.

COLLECTOR OF CUSTOMS:

Notify press your district department wishes to learn as soon as possible number of officers licensed for ocean steamers now out of employment and available for service in Europe, Asia, Africa, South America, and Australia. Wire not later than Saturday midnight your estimate for your district of such number under heading, "Masters, chief mates, second mates, third mates, chief engineers, first, second, third assistant engineers." Ask press to advise officers licensed for ocean service, especially with trans-Atlantic experience, to get in touch with you.

E. F. SWEET, Acting Secretary.

Repeat to collectors of customs at: Portland, Me.; Boston, Mass.; Providence, R. I.; Bridgeport, Conn.; Ogdensburg, N. Y.; Buffalo, N. Y.; New York, N. Y.; Philadelphia, Pa.; Baltimore, Md.; Norfolk, Va.; Wilmington, N. C.; Charleston, S. C.; Savannah, Ga.; Jacksonville, Fla.; Mobile, Ala.; New Orleans, La.; Port Arthur, Tex.; Galveston, Tex.; Los Angeles, Cal.; San Francisco, Cal.; Portland, Oreg.; Seattle, Wash.; Duluth, Minn.; Milwaukee, Wis.; Detroit, Mich.; Chicago, Ill.; Cleveland, Ohio.

The following replies were received:

BALTIMORE, MD., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Replying to your telegram 7th instant for number of licensed officers available this district, we have applications from three masters, one second mate, five chief engineers, and two first assistant engineers, all licensed for ocean service.

WM. F. STONE, Collector.

BALTIMORE, MD., August 10, 1914.

HONORABLE SECRETARY OF COMMERCE,

Washington, D. C.:

In addition to telegram Saturday night we now have application from two masters, one chief engineer, two first assistant engineers, three second assistant engineers.

WM. F. STONE, Collector.

BOSTON, MASS., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Press notified throughout district about number licensed officers out of employment; every effort made to obtain desired information; can furnish now names and addresses chiefly trans-Atlantic experienced men, 22 masters, 5 chief mates, 8 second mates, 8 chief engineers, 5 first assistant engineers, 2 second assistant engineers. Accurate estimate impossible to state.

BILLINGS, Collector.

BOSTON, MASS., August 10, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

In addition to report of Saturday, licensed officers have registered to-day as follows: Fourteen masters, 5 first mates, 2 second mates, 1 third mate, 12 chief engineers, 2 first assistant engineers, 11 second assistants, 10 third assistants.

BILLINGS, Collector.

BRIDGEPORT, CONN., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

One master, 1 chief mate, 1 chief engineer, 5 third assistant engineers licensed for ocean steamers to Europe, Asia, etc. Probably others will apply. Time since receipt of your telegram very short.

FRED ENOS, Collector.

BUFFALO, N. Y., August 8, 1914.

E. F. SWEET,

Acting Secretary Department of Commerce, Washington, D. C.:

Number of licensed officers available as far as known to local steamboat officers are 1 chief mate, 18 chief engineers, 1 first assistant engineer, 1 second assistant engineer, and 1 third assistant. Estimate about 8 engineers; 1 mate who would accept.

BRADISH, Special Deputy.

CHARLESTON, S. C., August 8, 1914.

SECRETARY DEPARTMENT OF COMMERCE,

Washington, D. C.:

To best of my knowledge there are no masters, chief, second, or third mates with ocean licenses in this customs district. From best information obtainable it is estimated that there are 7 chief engineers, 5 first assistant, 6 second assistant, and 12 third assistant engineers with ocean-going licenses in district. Few, if any, of these have had trans-Atlantic experience.

PETERS, Collector.

CHICAGO, ILL., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Only 2 chief engineers, both employed ashore, responded in answer to call contained in your telegram of 7th instant published in all Chicago papers. Twenty chief engineers, 5 assistant engineers, 20 masters licensed for ocean steamers by local inspectors steam vessels in this district during last five years. All supposed to be employed. Names and addresses will be furnished if desired.

MCNEILL, Collector.

CLEVELAND, OHIO, August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Can make no estimate of officers with ocean licenses here. One chief, one first assistant engineer reported to this office.

MASCHKE, Collector.

CLEVELAND, OHIO, August 8, 1914.

COMMISSIONER OF NAVIGATION, Washington, D. C.:

Following message received from Erie: "No American seamen having license for ocean service at Erie."

COLE, Collector in Charge.

DETROIT, MICH., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Available for service to countries mentioned in your telegram: 5 chief engineers with ocean experience; 5 chief engineers with lake, bay, and sound license; 1 third mate; 1 first mate. No masters. Possibly a number of others holding chief engineer's license for lake, bay, and sound who would be eligible to receive salt-water license upon examination.

WHELAN, Collector.

DULUTH, MINN., August 8, 1914.

SECRETARY DEPARTMENT OF COMMERCE, Washington, D. C.:

One chief engineer for ocean steamers of 750 tons reported to this office out of employment. Possibly more names will be submitted later.

BURNETT, Collector.

ERIE, PA., August 8, 1914.

DEPARTMENT COMMERCE, Washington, D. C.:

No American citizens holding a license for service on ocean steamers at Erie.

T. H. COLE,

Deputy Collector in Charge.

GALVESTON, TEX., August 8, 1914.

SECRETARY COMMERCE, Washington, D. C.:

Your telegram 7th. Add following names licensed officers: Nils Sjos-trend, master, unlimited ocean vessels, 1522 Avenue G. Galveston; W. E. Towne, second assistant engineer, ocean vessels, 2621 Avenue P. Galveston; C. W. Solman, master, unlimited ocean, Texas City, Tex.; Gustavus Enell, master, unlimited ocean, care fire boat, Galveston.

PABST, Collector.

GALVESTON, TEX., August 8, 1914.

SECRETARY COMMERCE, Washington, D. C.:

Your telegram 7th instant. Following names and addresses: Guyon E. Barron, second mate, unlimited ocean-going license; address, 2005 Avenue N-and-half, Galveston. Louis Kleiper, third assistant engineer, ocean steamers, unlimited; address, care steamship *Denver*, Galveston. William Bierschenck, second mate, unlimited license; address, care Seamen's Bethel, Galveston. Alexander Williamson, first mate, unlimited license, ocean steamers; address, care steamship *City of Macon*, Galveston. I. M. Petersen, master, ocean going, unlimited, with American, British, and Norwegian license; address, 214 Thirteenth Street, Galveston. A. L. Davis, master, unlimited, ocean-going steamers; address, 101 Fourteenth Street, Galveston. Samuel M. Holt, master, ocean-going steamers, unlimited; address, till Tuesday next, Ocean Hotel, Galveston. T. J. Wilson, second assistant engineer, ocean steamers, unlimited; address 312 Tremont Street, Galveston. All the above open for employment for any service mentioned your telegram.

PABST, Collector.

GALVESTON, TEX., August 11, 1914.

SECRETARY COMMERCE, Washington, D. C.:

Your telegram 7th. Following additional names of licensed officers: James Bateman, chief engineer, ocean, unlimited, 3421 Avenue H, Galveston; J. H. Loomis, first assistant engineer, ocean, unlimited, U. S. transport *Sumner*, Galveston; L. Le Febre, master, ocean, unlimited, care steamship *Saltilla*, Texas City, Tex.; Thomas H. Riley, second assistant engineer, ocean, unlimited, care Acme Hotel, Galveston; James P. Stevenson, late master U. S. transport *McClellan*, ocean, unlimited, with lot license, New York, Tampa, Key West, and Gulf coast, care Mr. Coleman, 1115 Twenty-second Street, Galveston, or care B. Schellenberger & Sons, 99 Myrtle Avenue, Brooklyn, N. Y.; A. J. Balter, second mate, unlimited, care transport *Kupatrick*, Galveston. Capt. Stevenson specially recommended; out of employment because *McClellan* used without master as refrigerating plant, Vera Cruz.

PABST, Collector.

GALVESTON, TEX., August 12, 1914.

SECRETARY COMMERCE, Washington, D. C.:

Your telegram 7th. Add following names: Ira Martin Benford, chief engineer, unlimited, ocean, address care steamship *Liberia*, Galveston, or 4615 Third Avenue, Brooklyn; Edo B. Eben, chief engineer, ocean, unlimited, care steamship *Denver*, Galveston.

PABST, Collector.

JACKSONVILLE, FLA., August 8, 1914.

SECRETARY DEPARTMENT OF COMMERCE, Washington, D. C.:

Licensed officers reporting as available to this office as follows: Ten masters, 2 chief mates, 12 chief engineers, 1 first assistant, 4 second assistants, 5 third assistant engineers, of which most have had trans-Atlantic experience.

GRIGGS, Collector.

LOS ANGELES, CAL., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Replying your telegram 7th instant, following licensed officers now available for service: Ten masters, 7 chief engineers, 3 first assistant engineers, 1 second assistant engineer.

ELLIOTT, Collector.

MILWAUKEE, WIS., August 8, 1914.

HONORABLE SECRETARY OF COMMERCE,
Washington, D. C.:

Licensed officers ocean steamers available this district, estimated, best authority, 10 masters, 10 pilots, 10 chief engineers.

SCHULZ, Collector.

MOBILE, ALA., August 8, 1914.

SECRETARY OF COMMERCE, Washington, D. C.:

Officers available service ocean merchant vessels this district: Masters, 3; chief engineers, 2; first assistant engineers, 3; second assistant engineers, 5; third assistant engineers, 2; total, 15.

MAER, Collector.

NEW ORLEANS, LA., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

The following have registered this office as available for service on ocean steamers mentioned your telegram 7th instant: Masters, 4; chief engineers, 4; first assistant engineers, 2; second assistant engineers, 2; pursers, 2.

FOSTER, Collector.

NEW ORLEANS, LA., August 10, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

In addition to those reported in telegram 8th instant, the following have registered for service on ocean steamers: Eight masters, 8 chief engineers, 4 first assistant engineers, 7 second assistant engineers, 2 third assistant engineers, 1 first officer, 1 electrical engineer, 1 steward.

FOSTER, Collector.

NEW ORLEANS, LA., August 11, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

In addition to those reported previously, 2 masters, 3 assistant engineers, and 2 third engineers have registered here for service on ocean steamers.

FOSTER, Collector.

NEW YORK, N. Y., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

After fullest publicity in press and maritime associations, report the following officers licensed for ocean steamers now out of employment and available for service indicated: Sixty-five masters, 6 chief mates, 8 second mates, 2 third mates, 117 chief engineers, 45 first assistant engineers, 5 second assistant engineers, 4 third assistant engineers.

DUDLEY FIELD MALONE, Collector.

NEW YORK, N. Y., August 10, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Add following to list of officers furnished you Saturday: Masters, 30; chief mate, 1; second mates, 3; chief engineers, 15; first assistant engineers, 2; second assistant engineers, 6; third assistant engineer, 1.

DUDLEY FIELD MALONE, Collector.

NORFOLK, VA., August 8, 1914.

The honorable the SECRETARY OF COMMERCE,
Washington, D. C.:

Replying to your telegram August 7 requesting number officers for ocean-going steamers now out of employment available for service to Europe, Asia, Africa, South America, and Australia. Press widely and promptly notified, and following have been listed upon application this district: Seven masters, 2 chief mates, 2 second mates, 33 chief engineers, 12 first assistant engineers, 6 second assistant engineers, 16 third assistant engineers; total, 78. Names and addresses available on file this office awaiting further instructions. Trans-Atlantic experience of available secured in all cases possible.

HAMILTON, Collector of Customs.

OGDENSBURG, N. Y., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Referring to your wire August 7 as to number of officers in this district licensed for ocean steamers now out of employment and available for service, I have complied with your request and have received no replies in response thereto.

DANIELS, Collector.

PHILADELPHIA, PA., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Have names of 11 masters, 14 mates, 15 chief engineers, and 6 first assistant engineers available, able for service on ocean steamers.

BERRY, Collector.

PHILADELPHIA, PA., August 10, 1914.

SECRETARY OF COMMERCE,
Bureau of Navigation, Washington, D. C.:

Six masters, 1 chief mate, 1 second mate, 4 chief engineers registered in addition to those reported on Saturday.

BERRY, Collector.

PORT ARTHUR, TEX., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Estimate licensed officers for ocean steamers available for service to Europe, Asia, Africa, South America, and Australia in the district of Sabine: Masters, 2; first assistant engineers, 3.

DUNN, Collector.

PORTLAND, ME., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Available in this district for ocean steamship force, 20 masters, 21 first mates, 31 second mates, 40 third mates, 33 chief engineers, 28 first assistant engineers, 40 second assistants, and 40 third assistants.

WILLIS T. EMMONS, Collector.

PORTLAND, OREG., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

As a result of the publication of your telegram following applications have been filed with this office: One master and three chief engineers, available for service to Europe, Africa, South America, or Australia. Owing to short time after publication, I am of opinion quite a number additional applications will be filed.

BURKE, Collector.

PROVIDENCE, R. I., August 6, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Press notified regarding licensed officers; wide newspaper publicity secured. Responses show one second mate and one chief engineer out of employment and available. Letter follows.

FITZSIMMONS, Collector.

SANDUSKY, OHIO, August 8, 1914.

COMMISSIONER OF CUSTOMS,
Washington, D. C.:

No licensed officers available here for ocean service.

CALDWELL, Deputy.

SAN FRANCISCO, CAL., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Answering department telegram August 7, I estimate officers licensed for ocean steamers out of employment and available, based on report of Masters, Mates, and Pilots' Association and Marine Engineers' Association, is, masters, 60; chief mates, 160; second mates, 300; third mates, 40; chief engineers, 120; first assistants, 100; second assistants, 25; and third assistants, 20; total, 825. Shipowners' Association state they will show department by wire Monday above estimate greatly exaggerated.

J. O. DAVIS, Collector.

SAN FRANCISCO, CAL., August 11, 1914.

HON. WILLIAM C. REDFIELD,
Secretary of Commerce, Washington, D. C.:

Shipowners' Association of Pacific Coast, after such investigation and inquiry as time allowed, protest that number of masters unemployed having licenses for ocean-going steamers of 2,000 tons and upward is about 50; mates of all grades, about 250; engineers of all grades, about 200; some of mates have masters' licenses, but have never had commands. Some of masters, mates, and engineers are temporarily out of employment owing to coasting steamers being laid up during present business depression, but will soon be in former jobs as vessels resume coasting trade. Of these men holding licenses listed as unemployed some have voluntarily left the sea for shore occupations; others are unfit for sea duty by reason of age and other disabilities.

SHIPOWNERS' ASSOCIATION OF PACIFIC COAST,
By W. F. SULLIVAN, Secretary.

SAVANNAH, GA., August 8, 1914.

SECRETARY DEPARTMENT OF COMMERCE,
Washington, D. C.:

In compliance with your wire of 7th, report as follows: One master and probably one other, two chief engineers, one first assistant engineer, one third assistant engineer, one third mate.

DAVID C. BARROW, Jr., Collector.

SEATTLE, WASH., August 8, 1914.

SECRETARY OF COMMERCE,
Washington, D. C.:

Your telegram 7th. Approximately sufficient available masters, first, second, and third mates, chief engineers, first, second, and third engineers, with ocean certificates to man 20 vessels, good many of them with trans-Atlantic experience.

HARPER, Collector.

TOLEDO, OHIO (VIA CLEVELAND, OHIO), August 8, 1914.

COMMISSIONER OF CUSTOMS,
Washington, D. C.:

Papers published substance your telegram of 7th. No returns. Has been suggested those available for service communicate direct with you since time limit is too brief for results here.

REED, Deputy Collector in Charge.

TOLEDO, OHIO, August 8, 1914.

SECRETARY TREASURY,
Washington, D. C.:

In response to your telegram to collector at Cleveland relative to unemployed officers of vessels having had ocean service, one engineer has filed notice of desire to serve. Will mail particulars.

REED, Deputy Collector in Charge.

WILMINGTON, N. C., August 8, 1914.

HON. E. F. SWEET,
Assistant Secretary, Washington, D. C.:

Replying your wire 7th. My estimate at this hour would be three masters, one chief mate, and five engineers.

WALKER TAYLOR, Collector.

TREASURY DEPARTMENT,
UNITED STATES CUSTOMS SERVICE,
Duluth, Minn., August 8, 1914.

The honorable the SECRETARY OF DEPARTMENT OF COMMERCE,
Washington, D. C.

SIR: Complying with request in your telegram of August 7, 1914, concerning number of licensed officers for ocean steamers unemployed in this district, I have the honor to confirm telegram of even date as per copy inclosed.

I succeeded in getting this notice in the extra evening edition of the Duluth Evening Herald for August 7, and in the morning edition of the Duluth News-Tribune August 8, and in the Superior Telegram evening of August 8.

It is quite probable that additional names will be tendered from day to day, and if so, I will notify your department by letter or by telegram if you request it.

The one presenting himself at this office to-day is Henry S. Elliott, age 56, chief engineer for steamers of 750 tons. He has had 30 years of service as a sailor and is now out of employment and willing to accept a position on ocean steamers. His address is General Delivery, Duluth, Minn.

Services were also tendered by Stewart L. Woodford, of Lake City, Minn., who has recently been discharged from the Navy after four years of enlistment, holding the position of a noncommissioned officer with a good record. He is 22 years of age. During his four years of service he has been assigned to duty on the *Tennessee*, *Washington*, and *Arkansas*, and for some months engaged in the electrical department on the *Washington*, and was in the Paymaster's Department at the time of his discharge. He is consequently simply a common sailor.

Ben Alfthan, 512 West Superior Street, Duluth, Minn., a subject of Finland, with 10 years' experience as sailor on ocean vessels representing various nationalities and 5 years of service on American vessels. His position on American vessels has been that of a wheelman.

These are all the names that have been presented to date.

Respectfully,

HARRIS BENNETT,
Collector of Customs.

TREASURY DEPARTMENT,
UNITED STATES CUSTOMS SERVICE,
Duluth, Minn., August 10, 1914.

Honorable SECRETARY DEPARTMENT OF COMMERCE,
Washington, D. C.

SIR: Referring further to the matter of securing names of unemployed licensed officers willing to serve in the ocean traffic, concerning which this office wrote you on the 8th instant, I have the honor to submit the name of William T. Comerford, 27 years old, chief engineer, licensed for steamers up to 150 tons on the ocean, and third assistant engineer for ocean steamers of unlimited tonnage. His address is B-7 St. Regis, Duluth, Minn. He states that he would not accept position unless tendered him by next Saturday and he would want to have his expenses paid to port of service.

Respectfully,

N. N. HENDERBERG,
Special Deputy Collector.

TREASURY DEPARTMENT,
UNITED STATES CUSTOMS SERVICE,
Port of Providence, R. I., August 8, 1914.

To the honorable the SECRETARY OF COMMERCE,
Washington, D. C.

SIR: Supplementing telegram of even date, "Press notified regarding licensed officers. Wide newspaper publicity secured. Responses show one second mate and one chief engineer out of employment and available. Letter follows." I have to say that in the opinion of this office a considerable number of well-trained commanding and supervisory officers would be readily available if offers of employment of an attractive character were definitely made. The department will understand that in a small district, such as ours is, the number of men out of employment is never large unless the circumstances are exceptional. In ordinarily prosperous times licensed shipping officers are pretty certain to be busy either in their own line or in some other lucrative employment.

Awaiting the further instructions of the department, I am,

Respectfully,

FRANK E. FITZSIMMONS, Collector.

TREASURY DEPARTMENT,
UNITED STATES CUSTOMS SERVICE,
Port of Toledo, Ohio, August 10, 1914.

The honorable the SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: Steamship officers available for ocean service.

Confirming my telegram to you of the 8th instant, in the matter above outlined, I transmit list obtained of the local steamboat inspectors of officers in this inspection district who are qualified for ocean service. Owing to time limit fixed by department for this reply I am unable to state who of those named are unemployed. All have kept their licenses renewed, and as far as the records show are fit for ocean service.

Respectfully,

CHAS. REED,
Deputy Collector in Charge.

Chief engineers, ocean: Barnhart, Guy L., chief engineer, 2,000 gross tons, 520 Broad Street, Elyria, Ohio; Cunningham, John H., chief engineer, 4,000 gross tons, 316 Collingwood Place, Toledo, Ohio; Jones, William, chief engineer, 2,500 gross tons, Toledo, Ohio; Riebel, Clarence, chief engineer, 2,500 gross tons, Toledo, Ohio (general delivery); Saltonstall, George W., chief engineer, any tons, Flat D, the Highlands, Toledo, Ohio.

Third assistant engineer, ocean: Rake, Martin, third assistant engineer, ocean, 415 Platt Street, Toledo, Ohio.

WILMINGTON, N. C., August 10, 1914.

Hon. E. F. SWEET,

Acting Secretary of Commerce, Washington, D. C.

SIR: Supplementing my wire of the 8th, I desire to revise my estimate as follows: Three masters, 1 chief mate, and 15 engineers.

Yours, respectfully,

WALTER TAYLOR, Collector.

WILMINGTON, N. C., August 7, 1914.

Hon. E. F. SWEET,
Acting Secretary, Washington, D. C.

SIR: I have the honor to acknowledge receipt of your telegram of even date relative to licensed officers for ocean steamers now out of employment, etc.

Have taken this up with the subports in my district, and also through the press of the prominent cities in my district, and will advise you later.

Respectfully,

WALKER TAYLOR, Collector.

BRIDGEPORT, CONN., August 17, 1914.

Honorable SECRETARY OF COMMERCE,
Washington, D. C.

SIR: Since my telegram of August 8, 1914, I have had applications from 2 masters, 1 second mate, 1 third mate, 5 chief engineers, 3 first assistant engineers, and 1 second assistant engineer holding ocean licenses; the majority of these have had trans-Atlantic experience.

Respectfully,

FRED EXOS, Collector.

NEW ORLEANS, LA., August 17, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers, as reported by telegraph, the following have signified a desire to be considered in that connection: Chief engineer, 1; electrical engineer, 1.

Respectfully,

MURPHY J. FOSTER, Collector.

NEW ORLEANS, LA., August 18, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers, as reported by telegraph, the following have signified a desire to be considered in that connection: Master, 1; chief engineers, 2.

Respectfully,

MURPHY J. FOSTER, Collector.

MOBILE, ALA., August 14, 1914.

The honorable the SECRETARY OF COMMERCE,
Washington, D. C.

SIR: With further reference to department telegram of the 7th instant and reply of this office of the 8th instant, relative to officers available for service on merchant vessels, I have the honor to advise that there are available since the forwarding of this message 7 masters, 4 chief engineers, 1 first assistant engineer, and 1 mate.

By direction of the collector.

Respectfully,

H. S. SHAUGHNESSY,
Special Deputy Collector.

CHICAGO, ILL., August 14, 1914.

The SECRETARY OF COMMERCE,
Washington, D. C.

SIR: Since telegraphing you August 8 in answer to your telegram of August 7 relative to the number of officers licensed for ocean steamers and available for service to Europe, Asia, Africa, South America, and Australia, 1 master, 5 chief engineers, 2 first-class assistant engineers, and 2 second assistant engineers have made application to this office for positions on ocean steamers. Several others who are not citizens of the United States, who hold a license issued by a foreign Government, and several who are citizens of the United States and hold a license by a foreign Government for ocean steamers, have also made application. The names and addresses of the above can be furnished, if desired.

Respectfully,

RIVERS MCNEILL,
Collector of Customs.

NEW ORLEANS, LA., August 15, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers, as reported by telegraph, the following have signified a desire to be considered in that connection: Second assistant engineers, 2; purser, 1.

Respectfully,

CALHOUN FLUKER,
Special Deputy Collector.

NEW ORLEANS, LA., August 14, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers, as reported by telegraph, the following have signified a desire to be considered in that connection: Masters, 2; chief engineers, 5; second assistant engineer, 1; third assistant engineers, 3; steward, 1.

Respectfully,

MURPHY J. FOSTER, Collector.

PHILADELPHIA, PA., August 20, 1914.

The honorable SECRETARY OF COMMERCE,
Washington, D. C.

SIR: Referring to department's telegram of the 7th instant, wherein this office is instructed to submit the lists of officers licensed for ocean steamers, and now out of employment, I have the honor to state that, in addition to those already submitted, 19 persons have registered, their classification being as follows: Eleven masters, 2 chief mates, 5 chief engineers, and 1 second assistant engineer.

Respectfully,

H. K. LATHY,
Special Deputy Collector.

NEW ORLEANS, LA., August 19, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers and whose names have been reported by telegraph and letter, the following have signified a desire to be considered in that connection: Masters, 2; second officer, 1; third assistant engineer, 1.

Respectfully,

MURPHY J. FOSTER, Collector.

NEW ORLEANS, LA., August 20, 1914.

The COMMISSIONER OF NAVIGATION,
Department of Commerce, Washington, D. C.

SIR: In addition to the number of persons who have registered in this office as available for service on ocean steamers and whose names have been reported by telegraph and letter, the following have signified a desire to be considered in that connection: Master, 1; chief engineer, 1; electrician, 1.

Respectfully,

MURPHY J. FOSTER, Collector.

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TREASURY DEPARTMENT,
UNITED STATES CUSTOMS SERVICE,
Galveston, Tex., August 31, 1914.

HON. EUGENE TYLER CHAMBERLAIN,
Department of Commerce, Washington, D. C.

SIR: The following navigating officers have called at this office and desire to make it known that they are ready for service on vessels of the United States:

G. Peterson, unlimited master's license, ocean-going vessels; pilot license for the Gulf of Mexico; address, 1114 Avenue B, Galveston.
Andrew Hanson, Norwegian license, first mate, unlimited; is citizen of the United States; address, care Gulf Fisheries Co., Galveston.
H. P. Hanson, master from Brazos Santiago to Miami, Fla., with pilot license in same waters; address, 1001 Market Street, Galveston.
P. A. Ostra holds unlimited chief mate license of the United States; address, 724 Broadway, Galveston.

Respectfully,

A. J. ROSENTHAL,
Special Deputy Collector.

FRENCH SPOILIATION CLAIMS (H. DOC. NO. 1353).

The VICE PRESIDENT laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting, pursuant to the order of the court, a list of cases filed under the French spoliation act of January 20, 1885, which cases were dismissed by the court for want of sufficient evidence, which, with the accompanying paper, was referred to the Committee on Claims and ordered to be printed.

CREDENTIALS.

The VICE PRESIDENT laid before the Senate the certificate of the governor of South Dakota certifying that on the 3d day of November, 1914, Ed S. Johnson was chosen by the electors of the State of South Dakota a Senator from that State for the term of six years beginning on the 4th day of March, 1915, which was referred to the Committee on Privileges and Elections.

He also laid before the Senate the certificate of the governor of Colorado certifying that on the 3d day of November, 1914, CHARLES S. THOMAS was chosen by the electors of the State of Colorado a Senator from that State for the term of six years beginning on the 4th day of March, 1915, which was referred to the Committee on Privileges and Elections.

Mr. BRISTOW presented the credentials of Charles Curtis, chosen by the electors of the State of Kansas a Senator from that State for the term beginning March 4, 1915, which were read and referred to the Committee on Privileges and Elections.

Mr. SHAFROTH presented the credentials of CHARLES S. THOMAS, chosen by the electors of the State of Colorado a Senator from that State for the term of six years beginning March 4, 1915, which were read and referred to the Committee on Privileges and Elections.

PETITIONS AND MEMORIALS.

Mr. GRONNA. I present a telegram in the nature of a petition from P. A. Pickett, of Leal, N. Dak., and a communication from the Woman's Christian Temperance Union of Towner, N. Dak., relative to the adoption of an amendment to the Constitution to prohibit the importation, manufacture, and sale of intoxicating liquors. The communications are short and I ask that they may be printed in the RECORD.

There being no objection, the petitions were ordered to lie on the table and to be printed in the RECORD, as follows:

LEAL, N. DAK., December 12, 1914.

Senator A. J. GRONNA,
Washington, D. C.:

Undersigned petition Congress to submit amendment prohibiting importation, manufacture, and sale of intoxicating liquors. J. W. Widdfield, P. A. Pickett, J. O. Jensen, R. H. Arthur, C. S. Treaster, H. C. Smith, E. B. Willson, L. Johnston, A. L. Willson, J. C. Hilborn, H. M. Pickett, Howard Willson, and T. W. Twisleton.

P. A. PICKETT.

TOWNER, N. DAK., December 9, 1914.

HON. A. J. GRONNA,
Washington, D. C.

DEAR SIR: At the regular meeting of the Woman's Christian Temperance Union, held the 8th of December, with some 20 members present,

it was unanimously voted to send letters to our Representatives at Washington to ask them to vote for constitutional prohibition. We have been proud of the stand taken by our North Dakota Representatives, and we feel confident they will stand by the principles of our State, both in the House and Senate.

Sincerely, yours,

LOTTIE ROSENCRANS, President.
MARY BROOKS, Vice President.
CLARA McDONALD, Secretary.
VIOLO FOUTS, Treasurer.
Per MRS. VIOLA FOUTS.

Mr. THOMPSON presented a petition of the Industrial Association of Fort Scott, Kans., praying for the reduction of the present rate on first-class mail matter from 2 to 1 cent per ounce, which was referred to the Committee on Post Offices and Post Roads.

He also presented petitions of sundry citizens of St. Francis and Bison, in the State of Kansas, praying for national prohibition, which were referred to the Committee on the Judiciary.

Mr. BRISTOW presented memorials of sundry citizens of Wichita, Thayer, Emporia, Hutchinson, Wellington, Udall, Chanute, Florence, and Galena, all in the State of Kansas, remonstrating against the enactment of legislation to exclude anti-Catholic publications from the mails, which were referred to the Committee on Post Offices and Post Roads.

He also presented a petition of sundry citizens of Udall, Kans., praying for national prohibition, which was referred to the Committee on the Judiciary.

Mr. BURLEIGH presented a petition of sundry citizens of Lubec, Me., praying for national prohibition, which was referred to the Committee on the Judiciary.

Mr. SMITH of Arizona. I have a communication in the nature of a memorial from the Western Association of Short Line Railroads, remonstrating against the passage of certain bills affecting mail transportation. I ask that the communication may be printed in the RECORD and referred to the Committee on Post Offices and Post Roads.

There being no objection, the memorial was referred to the Committee on Post Offices and Post Roads and ordered to be printed in the RECORD, as follows:

WESTERN ASSOCIATION OF SHORT LINE RAILROADS,
San Francisco, December 3, 1914.

HON. MARCUS A. SMITH,
United States Senate, Washington, D. C.

DEAR SIR: At a meeting of the short-line railroads of the States of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming, held in San Francisco on November 16 last, for the purpose of securing more equitable compensation for the handling of railway mail, and which resulted in the formation of a permanent organization known as the Western Association of Short Line Railroads, the following resolutions were adopted:

"Whereas there are two bills—H. R. 17042, known as the Moon bill, and S. 6405, known as the Bourne bill—now under consideration in the Senate Committee on Post Offices and Post Roads of the United States Senate, the former already having passed the House; and

"Whereas House bill 17042 changes the basis of mail transportation rates from a weight to practically a space basis and invests the Postmaster General with autocratic power in regulating the compensation, character of service, form of equipment, even to compelling the use of steel cars for mail carrying, and gives him the power to impose a fine of \$5,000 per day for refusal of a railroad to carry the mail at the rates of compensation and in the manner specified by him; and

"Whereas Senate bill 6405 provides exclusively a space basis to determine the rate of payment for carrying the mail and leaves the designation of the limit of space and the character of equipment wholly to the Postmaster General to determine and gives him the power to impose a fine of \$5,000 per day in the same manner and for the same reasons as in H. R. 17042: Now therefore be it

"Resolved, That the short-line railroads operating in the States of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming most earnestly protest against the enactment of either H. R. 17042 or S. 6405 as being grossly unfair to such railroads, in that their mail revenue, which at present is entirely inadequate for the service rendered, will be arbitrarily reduced thereby in the face of an ever-increasing weight of postal matter.

"The rates of compensation provided for in these bills were based on data gathered all over the length and breadth of the United States and their rates fixed, according to their proponents, upon the averages so obtained.

"The short-line railroads of the States west of the Rocky Mountains, due to the sparsely settled condition of the country, the heavy mountain grades, and long hauls between stations, are operating under conditions far more expensive than those existing in other parts of the United States, and the majority of these railroads operate but one mixed train per day each way, so that it should be apparent that no such average can be fairly applied to the western roads, where all operating costs are excessive, as compared with those in the densely populated East.

"An exclusive 'space' or an exclusive 'weight' basis is unadapted to service which requires weight for the transportation of the mail itself and space for the distributing post-office service in cars as an incidental factor. The weight determines the actual mail carried; also determines what transportation service is rendered the Government. It is the very basis upon which the Government accepts mail from the public for transportation, even to a single letter; also that an exclusive space basis would give the employees of the Post Office Department absolute control over the amount of compensation to be paid railroads according to their opinions or inclinations, and might be used for personal advantage or political gain.

"The Bourne bill further provides that the Postmaster General shall not have authority to authorize the payment for more than 7 lineal feet of space for closed-pouch service in any one train. It is immaterial how much space the postal matter delivered to the railroad for transportation will occupy, be it 10, 15, or 20 feet. Only 7 feet will be paid for, and when such railroad operates but one train per day it has no opportunity to equalize this burden.

"Radiating from the terminal and from points on the line of most of the short-line railroads of the States mentioned, numerous star routes carry the mail by wagon or motor to the small towns and ranches not reached by the railroad. These star routes are a continuation of the railroads in so far as the mail is concerned, and the retail merchants of the communities off the railroad are profiting by this fact, because the parcel-post rates, including wagon haul, are less in many instances even than the freight rates on the railroads; consequently the wagon haul from the railroad to destination is accomplished at no cost to the shipper. In this manner immense shipments of foodstuffs and other matter, in the aggregate running into tons and carloads in each consignment, and consisting of flour, bran, canned goods, cement, coal, pressed brick, etc., are sent by parcel post, the Government paying out for the team haul alone in many instances more than the total sum received by it for the entire haul by rail and team, and the railroad receives little or nothing for a tonnage that legitimately belongs to it and for the transportation of which it was formerly paid for as freight or express.

"Since the last quadrennial weighing of the mail in the West the packers have reduced the standard weight of merchandise packages to about 48 pounds. Mail contractors, builders, and merchants have been quick to take advantage of this, which has not benefited the consumer, and as a consequence the railroads are hauling a tonnage of postal matter for which they receive no pay whatever.

"It is a matter of common knowledge that most of the short-line railroads in the Western States are struggling for a mere existence, and if the carrying of the United States mail is to become a heavy burden it will mean that freight and passenger rates will have to be advanced, to the detriment of the public in the communities served, in order to make up the loss caused by the transportation of the mail for which the Government will not pay a just compensation.

"We are not condemning the parcel-post act in principle, but we object to a condition which permits these freak and unintended shipments as outlined, and if the same are permitted to continue we ask for a fair compensation for carrying them: Now, therefore, be it further

Resolved, That the short-line railroads in the States mentioned urge as a solution to the mail-pay question, fair to both the Government and the railroads alike, that the present law regulating railroad mail pay be amended so as to provide for annual instead of quadrennial mail weight pay for apartments in cars used as traveling post offices, and relief from carrying the mail between railroad stations and post offices.

"In the event that Congress shall not deem it advisable to amend the present law as suggested, we then urge most strongly against the passage of either Senate bill No. 6405 or House bill 17042 for the reasons stated and because they will make a serious situation still worse, and that the entire matter of fixing rates of compensation for the railroads for carrying United States mail be placed in the hands of the Interstate Commerce Commission with full power to act."

We respectfully request your careful consideration of the foregoing necessarily lengthy resolutions, and we will greatly appreciate an expression of your opinion in reference to the same.

Very truly, yours,

WESTERN ASSOCIATION OF SHORT LINE RAILROADS,
By D. M. SWORE, President,
By CLARENCE M. ODDIE, Secretary.

REPORTS OF COMMITTEE ON COMMERCE.

Mr. FLETCHER, from the Committee on Commerce, to which were referred the following bills, reported them severally without amendment and submitted reports thereon:

A bill (S. 6780) to authorize the Secretary of Commerce to transfer a portion of the lighthouse reservation, Tawas, Mich., to the Secretary of the Treasury (Rept. No. 836);

A bill (S. 6781) to provide for the appointment of 11 supervising inspectors, Steamboat-Inspection Service, in lieu of 10 (Rept. No. 837); and

A bill (S. 6782) to provide for the appointment of certain assistant inspectors, Steamboat-Inspection Service, at ports where they are actually performing duty but to which they are at present detailed (Rept. No. 833).

INTERNAL-REVENUE COLLECTIONS.

Mr. SIMMONS. From the Committee on Finance I report back favorably with an amendment the bill (S. 6686) to supplement an act entitled "An act to increase the internal revenue, and for other purposes," approved October 22, 1914, and I submit a report (No. 839) thereon. I ask unanimous consent for the immediate consideration of the bill.

Mr. SMOOT. May I ask the Senator from North Carolina to explain briefly what is the proposed amendment of the act?

Mr. SIMMONS. It is the bill introduced by the Senator from Ohio [Mr. POMERENE] a few days ago, and it provides that if the returns are made on the taxes paid on or before the 1st day of January instead of on or before the 1st day of December, as required in the act, the penalty shall not be imposed.

Mr. SMOOT. From the reading of the title of the bill I did not understand what the bill proposes, but with that explanation I have no objection to it.

The VICE PRESIDENT. Is there objection to the present consideration of the bill?

There being no objection, the bill was considered as in Committee of the Whole.

The amendment was, beginning on page 1, line 6, after the words "so as to provide as follows," to strike out the remainder of the bill and insert:

That no penalty or additional tax shall be collected on account of the failure of any person, firm, or company to make return or to pay any tax imposed by said act on or before the 1st day of December, 1914, provided such return and payment shall be made on or before the 1st day of January, 1915; and the Commissioner of Internal Revenue shall, upon the filing of such return and upon the payment of such tax on or before the said 1st day of January, 1915, abate or refund any penalty or additional tax assessed or collected on account of failure to file such return or to pay such tax prior to the said 1st day of December, 1914.

The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendment was concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

TREATMENT OF TUBERCULOSIS (S. DOC. NO. 641).

Mr. RANDELL. On the 10th instant there was received a communication from the Secretary of the Treasury transmitting, in response to a resolution of May 26, 1913, a report by the United States Public Health Service of its investigation of the methods and practices employed by Drs. Karl and Silvio von Ruck in treating tuberculosis and rendering persons immune from tuberculosis, which was referred to the Committee on Public Health and National Quarantine. On behalf of that committee I report the following order and ask unanimous consent for its present consideration.

The order was read and agreed to, as follows:

Ordered, That the letter of the Secretary of the Treasury transmitting, in response to a Senate resolution of May 26, 1913, a report by the United States Public Health Service relative to the methods and practices employed by Drs. Karl and Silvio von Ruck in treating tuberculosis and rendering persons immune from tuberculosis be printed as a document.

BILLS AND JOINT RESOLUTION INTRODUCED.

Bills and a joint resolution were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. HOLLIS:

A bill (S. 6916) to amend section 857 of the Code of Laws for the District of Columbia; to the Committee on the District of Columbia.

A bill (S. 6917) granting a pension to David Roach; to the Committee on Pensions.

By Mr. OVERMAN:

A bill (S. 6918) to increase the limit of cost of the Federal building authorized at Wilson, N. C.; to the Committee on Public Buildings and Grounds.

By Mr. POMERENE:

A bill (S. 6919) to authorize aids to navigation and other works in the Lighthouse Service, and for other purposes; to the Committee on Commerce.

By Mr. SMITH of Arizona:

A bill (S. 6920) granting a pension to George L. Hollis; to the Committee on Pensions.

By Mr. BRISTOW:

A bill (S. 6921) granting an increase of pension to Amos Poe (with accompanying papers); to the Committee on Pensions.

By Mr. LODGE:

A joint resolution (S. J. Res. 212) for a commemoration of the second inaugural of Abraham Lincoln; to the Committee on Rules.

COPIES OF PATENTS.

Mr. BRISTOW submitted the following resolution (S. Res. 502), which was read, considered by unanimous consent, and agreed to:

Resolved, That the Commissioner of Patents be, and he is hereby, authorized and directed to furnish the Committee on Cuban Relations of the Senate of the United States copies of the following patents, issued to Daniel B. Luten from the year 1900 to the present time:

No. 649643, dated May 15, 1900. Arch bridge.
No. 785076, dated March 21, 1905. Arch.
No. 802004, dated October 17, 1905. Centering for and method of constructing arches.
No. 818386, dated April 17, 1906. Arch structures.
No. 830483, dated September 4, 1906. System of reinforcement.
No. 804224, dated January 1, 1907. Arch and analogous structure.
No. 852970, dated May 7, 1907. Bridge of concrete or other analogous material.
No. 852971, dated May 7, 1907. Masonry and concrete structure.
No. 853183, dated May 7, 1907. Concrete or similar arch.
No. 853202, dated May 7, 1907. Arch structure.
No. 853203, dated May 7, 1907. Arch.
No. 853204, dated May 7, 1907. Arch structure.
No. 923058, dated May 25, 1909. Bridge or arch of concrete or other analogous material.
No. 933771, dated September 14, 1909. Concrete bridge.
No. 934411, dated September 14, 1909. Wall.
No. 979776, dated December 27, 1910. Reinforced structure.
No. 989272, dated April 11, 1911. Reinforced structure.

No. 998704, dated July 25, 1911. Surface drain.
 No. 999063, dated August 1, 1911. Reinforced concrete construction.
 No. 1004051, dated September 26, 1911. Skew arch.
 No. 1005051, dated October 3, 1911. Arch center.
 No. 1009676, dated November 21, 1911. Arch vault and conduit, etc.
 No. 1027742, dated May 28, 1912. Arch viaduct.
 No. 1048843, dated December 31, 1912. Masonry and reinforced concrete structure.
 No. 1060917, dated May 6, 1913. Arch.
 No. 1060918, dated May 6, 1913. Arch.
 No. 1060919, dated May 6, 1913. Clamp for concrete reinforcing members.
 No. 1060920, dated May 6, 1913. Concrete bridge.
 No. 1060921, dated May 6, 1913. Concrete bridge.
 No. 1060922, dated May 6, 1913. Arch.
 No. 1070707, dated August 19, 1913. Reinforced structure.
 No. 1070903, dated August 19, 1913. Reinforced bar.
 No. 1078365, dated November 11, 1913. Beam.
 No. 1078510, dated November 11, 1913. Concrete reinforce.
 No. 1108880, dated August 11, 1914. False work.
 No. 1089487, dated March 10, 1914. Beams.
 No. 1089488, dated March 10, 1914. Building reinforced concrete arches.
 No. 1090081, dated March 10, 1914. Bridge construction.
 No. 13833, dated November 24, 1914. Concrete bridges.
 No. 885386, dated April 21, 1898. Bridge construction, W. Sharp.

REPORT OF ISTHMIAN CANAL COMMISSION.

The VICE PRESIDENT laid before the Senate the following message from the President of the United States, which was read, and, with the accompanying papers and illustrations, referred to the Committee on Printing:

To the Senate and House of Representatives:

I transmit herewith, for the information of the Congress, the annual report of the Isthmian Canal Commission and the Panama Canal for the fiscal year ended June 30, 1914.

WOODROW WILSON.

THE WHITE HOUSE, December 14, 1914.

FOOT-AND-MOUTH DISEASE.

Mr. GORE. Mr. President, I ask unanimous consent for the present consideration of the bill (S. 6689) making appropriation for the arrest and eradication of the foot-and-mouth disease, and for other purposes.

Mr. STONE. Mr. President, I hope the Senator from Oklahoma will not attempt to have that done at this time. It is very important that we should proceed with the consideration of the safety-at-sea convention, and I feel constrained to make a motion to go into executive session.

Mr. GORE. I should like to say to the Senator from Missouri that if the consideration of the bill leads to any extended debate I shall consent that it be laid aside. It is a bill to make an appropriation for the suppression of the foot-and-mouth disease. The Agricultural Department will have exhausted within this week all the money available for the use of the Bureau of Animal Industry. It is a matter of the highest urgency that this appropriation shall be made at once. I repeat, if the bill occasions any extended debate, I shall not insist upon its consideration.

Mr. STONE. Very well, Mr. President. On the statement of the Senator from Oklahoma that if the bill leads to debate he will not press it I shall not object; but I wish to say in yielding for the consideration of this one bill that it shall not be taken as a precedent for the consideration of other measures, and I desire to give notice that I intend, after this bill is disposed of, to press the motion for an executive session.

Mr. GORE. I sympathize with the purpose and plan of the Senator from Missouri.

The VICE PRESIDENT. Is there objection to the present consideration of the bill?

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill, which was read, as follows:

Be it enacted, etc., That the sum of \$2,500,000, or so much thereof as may be necessary, be, and it is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to be expended by the Secretary of Agriculture in the arrest and eradication of the foot-and-mouth disease, and to supply a deficiency in the appropriation "General expenses, Bureau of Animal Industry," of \$1,597,996 in the "Act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1915," approved June 30, 1914.

Mr. STONE. I desire to ask the Senator from Oklahoma whether such an appropriation bill as this seems to be can properly originate in the Senate?

Mr. GORE. Mr. President, I would not undertake to give a definite answer to that question. Within the last few days I have read the Senate document printed at the request of the Senator from Mississippi [Mr. WILLIAMS], which reviews this subject generally. The weight of opinion evidently is that general supply bills can not originate in the Senate, while other appropriation bills can. This is to meet a deficiency, and I confess I can not answer the Senator's query; it is a mooted question.

Mr. STONE. I make no point against the bill.

Mr. SMOOT. Mr. President, it seems to me this is rather a strange way to pass a deficiency appropriation bill. The bill has never been referred to the Appropriations Committee; it was introduced in the Senate and referred to the Committee on Agriculture and Forestry. This is the first time in my experience that I have ever seen a deficiency of a million and a half dollars appropriated for by the action of the Senate without the bill having been referred to the Appropriations Committee.

I will also say to the Senator from Oklahoma that such bills have always first passed the House of Representatives, have come to the Senate, been referred to the Committee on Appropriations, reported, and then acted upon by the Senate.

Mr. GORE. Mr. President, there is no doubt that general deficiency bills and urgent deficiency bills, considered as supply measures, originate in the other House; that is the uniform procedure. This bill is in part a deficiency bill and in part it is not so. In part it anticipates future expenses, and as the Committee on Agriculture and Forestry is the committee to consider appropriations for the expenditures of the Department of Agriculture, I assume that there is no impropriety in the bill having been referred to that committee, since it applies to anticipated expenses.

Mr. SMOOT. Mr. President, the amount of appropriation provided in the bill other than the deficiency is only about a million dollars.

Mr. GORE. Yes, sir.

Mr. SMOOT. I think, if we are going to pass this bill at all, we ought to make it apply to the foot-and-mouth disease and not include a deficiency appropriation. We should let the House deal with that subject and then pass the appropriation in its regular order in the Senate.

Mr. GORE. Mr. President, it is the extreme urgency and need of this appropriation that constitutes my reason and my excuse for pressing the bill.

Mr. SMOOT. I will say to the Senator that if he will amend the bill so that it will provide for the appropriation of a million dollars, and have it so framed that the sum will be expended by the Secretary of Agriculture in the arrest and eradication of the foot-and-mouth disease, and stop there, I shall have no objection at all to the passage of the bill; but I certainly do object to passing a bill here to take care of a deficiency.

Mr. SHAFROTH. Mr. President, I hope the Senator from Utah will not object to the passage of this bill. It is intended to meet an extreme urgency. It is a bill for the passage of which people have been sending telegrams here in large numbers. The necessity for the passage of the bill is extremely urgent, and it ought to be promptly passed.

Mr. SMOOT. Mr. President, the Senator from Colorado need not tell me that; I know it; but I say that the \$1,597,996 proposed to be appropriated in the bill has already been expended; there is no particular hurry in having a bill passed to cover that deficiency; but there is an urgency in appropriating a million dollars now to continue this work. To that I have no objection. I will agree that the bill shall now be passed with an amendment providing for the appropriation of a million dollars.

Mr. SHAFROTH. The sum which has been expended in excess of the appropriation has been spent at the urgent solicitation of the agricultural departments of the various States which have been affected by the foot-and-mouth disease. This is unquestionably a good measure in the sense of the expenditure having been proper and necessary, and it seems to me, and so the committee thought, that one bill ought to cover the entire matter.

Mr. SMOOT. Mr. President, that may be the opinion of the Senator from Colorado, but it is not my opinion. I am perfectly willing, as I have said, that the bill shall be amended carrying the sum of a million dollars to be expended for this purpose, and stop there; but I do not believe that there ought to be added to the bill a deficiency appropriation, because that is not the way such deficiencies are provided for.

Mr. WILLIAMS. Mr. President—

The VICE PRESIDENT. Does the Senator from Oklahoma yield to the Senator from Mississippi?

Mr. GORE. I do.

Mr. WILLIAMS. I wish to supplement what the Senator from Utah [Mr. Smoot] has just said by this, that it has not only been the uniform practice of the Government for the other House to originate all general supply bills, but it is unconstitutional for the Senate to originate one. All deficiency bills are general supply bills, and, in so far as this is a deficiency bill, it falls within that rule; in so far as it is a specific appropriation for a specific purpose it does not, and I express the hope

that the Senator from Oklahoma will accept the suggestion made by the Senator from Utah.

Mr. WARREN. Mr. President—

The VICE PRESIDENT. Does the Senator from Oklahoma yield to the Senator from Wyoming?

Mr. GORE. Certainly.

Mr. WARREN. Mr. President, under the circumstances I wish to add my request to that of the Senator from Utah, that for the present the chairman of the Committee on Agriculture and Forestry accept the proposition which has been made. I feel sure that the deficiency which has already been incurred will be provided for—and it ought to be provided for—by the Committee on Appropriations; but it is true that the Committee on Agriculture in the main always controls its own appropriations; and there is no question that it ought to control the amount proposed to be appropriated for the eradication of the foot-and-mouth disease. Of course, there is some question as to whether this measure should originate in the House, but I feel sure that that will be overlooked. I hope the Senator will accept this proposition, and we will take care of the deficiency very soon.

Mr. SMOOT. Mr. President, the suggestion I make to the Senator is this: Strike out "\$2,500,000," in line 3, and insert "\$1,000,000"; and strike out all after the word "disease," in line 7, so that the bill will simply provide \$1,000,000 for the arrest and eradication of the foot-and-mouth disease.

Mr. SHERMAN. Mr. President, may I make an inquiry of the Senator from Utah?

Mr. SMOOT. Certainly.

Mr. SHERMAN. Does the Senator know whether the deficiency that is mentioned was caused in large part by the expenditure of money for the emergency that had to be met by the breaking out of this disease?

Mr. SMOOT. There is no doubt, Mr. President, that the money was expended for that very purpose; but it is a deficiency, and the Constitution of the United States plainly provides how such deficiencies shall be provided for. There is not any doubt, I will say to the Senator, that the deficiency will be provided for, but it should be provided for in the proper way.

Mr. SHERMAN. I should like to inquire, further, if there would be any objection to increasing the amount of the appropriation so as to make it two and a half million dollars instead of a million dollars, and make no reference whatever to the deficiency?

Mr. SMOOT. I will say to the Senator that the department say a million dollars is all they want. There would be objection to having the appropriation increased to \$2,000,000 with the idea that a part of that appropriation should be applied to pay the deficiency, because the Secretary of Agriculture would not have any authority to do that.

Mr. POMERENE. Mr. President—

Mr. SHERMAN. Mr. President, I wish to state, with the consent of the Senator from Oklahoma—

The VICE PRESIDENT. The Senator from Oklahoma has the floor. There are several Senators on the floor, and the Chair does not know to whom the Senator from Oklahoma yields.

Mr. GORE. I will yield for a moment to the Senator from Ohio.

Mr. POMERENE. Mr. President, in view of the amendment which has been proposed by the Senator from Utah, I desire to make a suggestion. As I recall, the Agricultural appropriation bill of a year ago authorized the department to direct the killing of animals which might have been exposed to the disease and to reimburse the owners to a certain amount. Now, it would seem that, as the Senator has sought to limit the appropriation to \$1,000,000 and to strike out the latter part of the pending bill referring to the deficiency in the appropriation for "General expenses" under the act of 1915, approved June 30, 1914, the authority conferred by the bill as it is proposed to amend it would not be broad enough; in other words, I believe the bill, if it is to be amended, should further be changed so as to authorize the payment of a part of this money to the owners of animals which the Bureau of Animal Industry may order killed.

Mr. GORE. I have an amendment which I think will meet that suggestion.

Mr. SMOOT. Mr. President, I will say to the Senator that that is part of the law now, and so it would not be necessary.

Mr. POMERENE. Well, Mr. President, I understand that to be the law now, but, under the phraseology which the Senator from Utah has suggested, the expenditure of this \$1,000,000 would be limited simply to the arrest and eradication of the disease. I doubt whether the language would be broad enough to authorize payments from this particular appropriation for animals killed.

Mr. SMOOT. Mr. President, I will say to the Senator that that is exactly what the Secretary of Agriculture has asked for. He wants a million dollars, to be expended hereafter, for the eradication of the foot-and-mouth disease. The bill, if amended as I have suggested, will appropriate a million dollars for that purpose.

Mr. POMERENE. But the Senator does not provide that it shall be expended under the existing law; he simply provides that it shall be expended in the arrest and eradication of the foot-and-mouth disease. There should be some reference to the existing law, so as to permit of the payment of any portion of this sum which the department might find necessary to the owners of cattle which may be killed.

Mr. SMOOT. Mr. President, I am not going to object to having the bill read "under the act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1915, approved June 30, 1914."

Mr. POMERENE. That would avoid any question.

Mr. SMOOT. I am perfectly willing that those words should remain in the bill, though I do not believe they are necessary.

The VICE PRESIDENT. The question is on the amendment offered by the Senator from Utah, which the Secretary will state.

The SECRETARY. On page 1, line 3, after the words "sum of," it is proposed to strike out "\$2,500,000" and in lieu thereof to insert "\$1,000,000," and in line 7, after the word "disease," to strike out the comma and the words "and to supply a deficiency in the appropriation 'General expenses, Bureau of Animal Industry,' of \$1,597,996 in," and insert the word "under," so as to make the bill read:

Be it enacted, etc., That the sum of \$1,000,000, or so much thereof as may be necessary, be, and it is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to be expended by the Secretary of Agriculture in the arrest and eradication of the foot-and-mouth disease, under the "Act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1915," approved June 30, 1914.

The VICE PRESIDENT. The question is on agreeing to the amendment.

The amendment was agreed to.

Mr. GORE. I send to the desk an amendment which I desire to offer.

The VICE PRESIDENT. The amendment will be stated.

The SECRETARY. After the word "disease," in line 7, it is proposed to insert "and in the payment of claims arising out of past and future purchases and destruction of animals affected by or exposed to the foot-and-mouth disease."

Mr. SMOOT. Mr. President—

Mr. GORE. That may require an amendment, in view of the amendment adopted at the suggestion of the Senator from Utah. I should like to ask the Senator from Utah if that conforms to his amendment, or does it require a change?

Mr. SMOOT. I do not think the amendment of the Senator as just offered is necessary, since we have retained the language in the latter part of the bill.

Mr. GORE. This amendment was suggested by the department, but I rather think it is unnecessary in view of the change made in the bill.

Mr. SMOOT. I will say to the Senator that I included in the amendment offered by myself the words "under the act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1915, approved June 30, 1914," which cover virtually the same matter that the Senator proposes to cover by his amendment.

Mr. GORE. Very well. Then I withdraw the amendment.

The bill was reported to the Senate as amended, and the amendment was concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

The title was amended so as to read: "A bill making appropriation for the arrest and eradication of the foot-and-mouth disease."

EXECUTIVE SESSION.

Mr. STONE. I move that the Senate proceed to the consideration of executive business.

The motion was agreed to, and the Senate proceeded to the consideration of executive business. After 4 hours and 40 minutes spent in executive session the doors were reopened.

REGULATION OF IMMIGRATION.

Mr. SMITH of South Carolina. I move that the Senate proceed to the consideration of House bill 6060, the unfinished business.

The PRESIDING OFFICER (Mr. WHITE in the chair). The Senator from South Carolina moves that the Senate proceed to the consideration of House bill 6060. The question is on agreeing to the motion.

The motion was agreed to; and the Senate, as in Committee of the Whole, resumed the consideration of the bill (H. R. 6060) to regulate the immigration of aliens to and the residence of aliens in the United States.

Mr. SMITH of South Carolina. I ask that the bill be temporarily laid aside.

The PRESIDING OFFICER. Without objection, the bill will be laid aside temporarily.

Mr. STONE. I move that the Senate adjourn.

The motion was agreed to; and (at 5 o'clock and 22 minutes p. m.) the Senate adjourned until to-morrow, Tuesday, December 15, 1914, at 12 o'clock meridian.

NOMINATIONS.

Executive nominations received by the Senate December 14, 1914.

CONSULS.

Thomas D. Bowman, of Missouri, now vice and deputy consul at Nogales, to be consul of the United States of America at Fernie, British Columbia, Canada, vice Frank C. Denison, nominated to be consul at Prescott.

José de Olivares, of Missouri, now consul at Madras, to be consul of the United States of America at Hamilton, Ontario, Canada, vice James M. Shepard, resigned.

James H. Goodier, of New York, now consul at Tahiti, to be consul of the United States of America at Niagara Falls, Ontario, Canada, vice Edwin W. Trimmer, resigned.

Milton B. Kirk, of Illinois, now consul at St. Johns, Quebec, to be consul of the United States of America at Orillia, Ontario, Canada, vice Harry P. Dill, resigned.

Frank C. Denison, of Vermont, now consul at Fernie, to be consul of the United States of America at Prescott, Ontario, Canada, vice Martin R. Sackett, resigned.

John Fowler, of Massachusetts, now consul at Foochow, to be consul of the United States of America at Rimouski, Quebec, Canada, vice Frederick M. Ryder, nominated to be consul general at Singapore.

Nelson T. Johnson, of Oklahoma, now vice and deputy consul general and interpreter at Shanghai, to be consul of the United States of America at Chungking, China, vice E. Carleton Baker, nominated to be consul at Nagasaki.

Albert W. Pontius, of Minnesota, now consul at Newchwang, to be consul of the United States of America at Foochow, China, vice John Fowler, nominated to be consul at Rimouski.

Albro L. Burnell, of Maine, now vice and deputy consul general at Rio de Janeiro, to be consul of the United States of America at Rouen, France, vice Lucien Memminger, nominated to be consul at Madras.

Thomas B. L. Layton, of Louisiana, to be consul of the United States of America at Tahiti, Society Islands, vice James H. Goodier, nominated to be consul at Niagara Falls.

John Q. Wood, of Hawaii, now consul general at Adis Ababa, to be consul of the United States of America at Chemnitz, Germany, vice Frank Deedmeyer, resigned.

Carl F. Deichman, of Missouri, now consul at Nagasaki, to be consul of the United States of America at Bombay, India, vice Henry D. Baker, resigned.

Lucien Memminger, of South Carolina, now consul at Rouen, to be consul of the United States of America at Madras, India, vice José de Olivares, nominated to be consul at Hamilton, Ontario.

Lucien N. Sullivan, of Pennsylvania, now consul at La Paz, to be consul of the United States of America at Newcastle, New South Wales, Australia, vice George B. Killmaster, resigned.

E. Carleton Baker, of California, now consul at Chungking, to be consul of the United States of America at Nagasaki, Japan, vice Carl F. Deichman, nominated to be consul at Bombay.

CONSULS GENERAL.

Edwin S. Cunningham, of Tennessee, now consul general at Singapore, to be consul general of the United States of America at Hankow, China, vice Julian H. Arnold, resigned.

Frederick M. Ryder, of Connecticut, now consul at Rimouski, to be consul general of the United States of America at Singapore, Straits Settlements, vice Edwin S. Cunningham, nominated to be consul general at Hankow.

REGISTER OF THE LAND OFFICE.

Henry A. Meier, of Lincoln, Nebr., to be register of the land office at Lincoln, Nebr., vice Charles F. Shedd, deceased.

PROMOTIONS IN THE ARMY.

CAVALRY ARM.

Lieut. Col. George H. Sands, Seventh Cavalry, to be colonel from December 10, 1914, vice Col. Charles A. P. Hatfield, unassigned, retired from active service December 9, 1914.

Maj. Lewis M. Koehler, Fifteenth Cavalry, to be lieutenant colonel from December 10, 1914, vice Lieut. Col. George H. Sands, Seventh Cavalry, promoted.

Capt. Frank S. Armstrong, Cavalry, unassigned, to be major from December 8, 1914, vice Maj. Arthur Thayer, Seventh Cavalry, detailed in the Quartermaster Corps.

Capt. James G. Harbord, First Cavalry, to be major from December 10, 1914, vice Maj. Lewis M. Koehler, Fifteenth Cavalry, promoted.

First Lieut. Grice P. Disque, Third Cavalry, to be captain from December 8, 1914, vice Capt. Walter M. Whitman, Eighth Cavalry, detailed in the Quartermaster Corps.

First Lieut. Alvin S. Perkins, Cavalry, unassigned, to be captain from December 8, 1914, vice Capt. Edward A. Sturges, Fifth Cavalry, detailed in the Quartermaster Corps.

First Lieut. Robert M. Barton, Fifth Cavalry, to be captain from December 10, 1914, vice Capt. James G. Harbord, First Cavalry, promoted.

PROMOTIONS IN THE NAVY.

Lieut. Commander Daniel W. Wurtzbaugh, an additional number in grade, to be a commander in the Navy from the 10th day of July, 1914.

Lieut. Commander Ralph Earle to be a commander in the Navy from the 10th day of July, 1914.

Ensign Ralph E. Sampson to be a lieutenant (junior grade) in the Navy from the 5th day of June, 1914.

Machinist Axel V. Kettels to be a chief machinist in the Navy from the 23d day of December, 1913.

Lieut. (Junior Grade) Robert T. S. Lowell to be a lieutenant in the Navy from the 1st day of July, 1914.

Lieut. (Junior Grade) Clyde R. Robinson to be a lieutenant in the Navy from the 1st day of July, 1914.

REJECTION.

Executive nomination rejected by the Senate December 14, 1914.

UNITED STATES ATTORNEY.

John D. Lynn to be United States attorney for the western district of New York.

HOUSE OF REPRESENTATIVES.

Monday, December 14, 1914.

The House met at 12 o'clock noon.

The Chaplain, Rev. Henry N. Couden, D. D., offered the following prayer:

O Thou eternal One, by whom and through whom are all things, we thank Thee for life and its attendant blessings. "As the rain cometh down and the snow from heaven, and returneth not thither, but watereth the earth and maketh it bring forth and bud, that it may give seed to the sower and bread to the eater," so let Thy spirit descend in full measure upon us, that the sunshine of Thy love may fill our hearts and quicken our lives, that they may bring forth abundantly of rich fruits, that the world may be a little better that we have lived and wrought, and Thine be the praise through Jesus Christ our Lord. Amen.

The Journal of the proceedings of yesterday was read and approved.

THE PHILIPPINE ISLANDS (H. DOC. NO. 1350).

The SPEAKER laid before the House a letter from the Secretary of War, transmitting an official copy of a resolution of both houses of the Philippine Legislature, received in the last mail from Manila, expressing appreciation and satisfaction to the House of Representatives for the passage of the Jones bill, and requesting approval thereof by the President and Senate, which was ordered to be filed and printed. The resolution was read, as follows:

[Third Philippine Legislature, third session.]

Resolution of both houses of the legislature in joint session assembled expressing their high appreciation to the House of Representatives of the United States for the passage of the Jones bill, and requesting the same approval thereof by the President and Senate.

The Philippine Commission and Philippine Assembly, in joint session assembled in the marble hall of the Ayuntamiento, have—
Resolved, That they express their highest appreciation and satisfaction to the House of Representatives of the United States for the favorable action taken in the matter of the Jones bill, notwithstanding the difficulties encountered, and that they earnestly request the President and Senate of said Nation to likewise approve said bill, so that, in extending the powers of government conferred to the Filipinos and in opening up new paths to their national liberty, the Filipino people may be in condition to work out their own welfare and prosperity and may in every other respect be responsible for their own destinies.